

REMARKS

This is a full and timely response to the non-final Office action mailed January 20, 2004 (Paper No. 14). Reexamination and reconsideration in light of the following remarks is respectfully solicited.

Claims 1-33 remain pending in the application, with Claims 1, 19, and 27 being the independent claims. Before proceeding with the merits of the Office Action, Applicants' representative wishes to thank Examiner Swarthout for indicating that Claims 19-33 are allowed, and that Claims 5, and 7-18 are directed to allowable subject matter.

Rejections Under 35 U.S.C. § 102

Claims 1-4, and 6 were rejected under 35 U.S.C. § 102 (e) as allegedly being anticipated by U.S. Patent No. 6,175,315 (Millard et al.). This rejection is respectfully traversed.

Independent Claim 1 relates to a method for providing information to a pilot of a vehicle via a display that includes indicating a current attribute of the vehicle, and receiving a target attribute, and recites, *inter alia*, determining a first capture attribute, said first capture initiation attribute differing from said current attribute and corresponding to a point for said vehicle to initiate capture in order to obtain said target attribute from said current attribute; and displaying said first capture attribute on said display in conjunction with said current attribute of said vehicle.

Millard et al. relates to an aircraft speed indicator (11) that includes a window (13) that displays the distance the aircraft is presently behind a takeoff roll schedule (col. 4, ll. 5-8), the current aircraft airspeed (10), and a target aircraft airspeed (12) that corresponds to airspeed that the aircraft should be at in order to be on an acceleration schedule. If the current aircraft airspeed (10) is on schedule, then the target airspeed (12) will not be displayed; if the current aircraft airspeed (10) is ahead of schedule, then the target airspeed (12) will point downwardly; and, if the current aircraft airspeed (10) is behind schedule, then the target airspeed (12) will point upwardly. However, the indicator (11) displays no information whatsoever that corresponds to a point at which the aircraft should initiate capture in order to obtain a target attribute from the current attribute.

Hence it is clear that Millard et al. fails to disclose or suggest at least the above-noted features of independent Claim 1. As such, Applicants respectfully solicit reconsideration and withdrawal of the § 102 rejection.

Conclusion

Based on the above, independent Claim 1 is patentable over the citations of record. The dependent claims are also submitted to be patentable for the reasons given above with respect to the independent claims and because each recite features which are patentable in its own right. Individual consideration of the dependent claims is respectfully solicited.

The other art of record is also not understood to disclose or suggest the inventive concept of the present invention as defined by the claims.

Hence, Applicants submit that the present application is in condition for allowance. Favorable reconsideration and withdrawal of the objections and rejections set forth in the above-noted Office Action, and an early Notice of Allowance are requested.

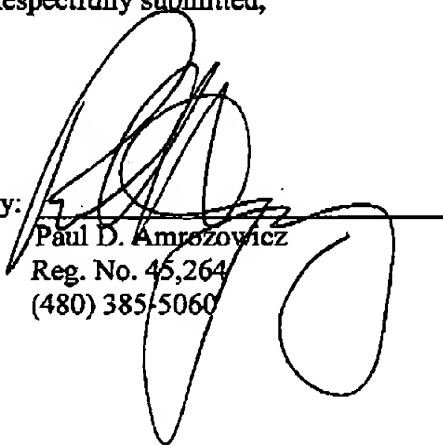
If the Examiner has any comments or suggestions that could place this application in even better form, the Examiner is requested to telephone the undersigned attorney at the below-listed number.

If for some reason Applicant has not paid a sufficient fee for this response, please consider this as authorization to charge Ingrassia, Fisher & Lorenz, Deposit Account No. 50-2091 for any fee which may be due.

Respectfully submitted,

Dated: March 18, 2004

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